

## SECTION 3. OPERATIONS SPECIFICATIONS PART A - GENERAL

**61. DISCUSSION.** This section and sections 4, 5, and 6 discuss each standard paragraph available for issue by the automated OpSpecs program. References are provided to other sections of this handbook which discuss detailed requirements for certain standard paragraphs. Before issuing a standard paragraph, any specific requirements specified by this handbook or the referenced material (relevant to the paragraph being issued) must be met. Before reading the following sections for the first time, it is advisable to have a complete set of standard OpSpecs paragraphs for reference. There are some standard paragraphs that are issued only when the operator is specifically authorized to conduct those operations. These paragraphs require specific OpSpecs checklist (o/s) selections for the paragraph to be generated by the automated program. These paragraphs and the checklist selections which must be made are indicated within parentheses immediately following the titles of those special authorization paragraphs. For example, A14 - "IFR Operations Outside Controlled Airspace (o/s 5c, or 5d, or 5e)."

### 63. A1 - ISSUANCE AND APPLICABILITY.

A. Paragraph A1 identifies the OpSpecs holder. The operator's name is automatically printed as it appears in the Air Oper VIS. Therefore, the name in the Air Oper VIS must be the legal name of the operator. If the legal name is too long to be completely entered into the Air Oper VIS, then the full legal name must be typed in the first sentence of A1a. A1a also specifies the kinds of operations authorized, and the applicable regulatory sections under which the operations are to be conducted. The illustration in figure 3.1.3.1 indicates spaces where variable wording is inserted by the computer. Variable wording is determined from the information entered in the computer from the Air Oper VIS and the OpSpecs Checklist. Figure 3.1.3.2 provides a key to variable wording which can be inserted into the spaces shown in figure 3.1.3.1. Figure 3.1.3.3 illustrates a sample of a completed OpSpecs paragraph A1.

B. Four kinds of Part 121 operations can be authorized by paragraph A1a. An operator can be authorized only one of these kinds. The four kinds of operations are as follows:

(1) *Domestic Operations.* Domestic operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(1). This kind of operation authorizes, under Part 121, carriage of

passengers and cargo in scheduled operations within the contiguous United States. An operator authorized domestic operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the OpSpecs.

(2) *Domestic and Flag Operations.* Domestic and flag operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(1) and (2). An operator authorized to conduct flag operations is also authorized to conduct domestic operations. This kind of operation authorizes, under Part 121, carriage of passengers and cargo in domestic and international scheduled operations. An operator authorized domestic and flag operations is automatically authorized to conduct supplemental (nonscheduled) operations in accordance with paragraph A30 of the OpSpecs.

(3) *Supplemental Operations.* Supplemental operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(3). This kind of operation authorizes, under Part 121, carriage of passengers and cargo in nonscheduled operations and scheduled all-cargo operations. An operator authorized only supplemental operations is not authorized to conduct domestic or flag operations.

(4) *Supplemental, Cargo Only Operations.* Supplemental, cargo only operations are conducted pursuant to SFAR 38-2 paragraph 4(a)(3). This kind of operation authorizes, under Part 121, only the carriage of cargo.

C. Three kinds of Part 135 fixed-wing airplane operations can be authorized by paragraph A1a. An operator can be authorized only one of these kinds. These three kinds of operations are as follows:

(1) *Commuter Airplane.* Commuter airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation authorizes, under Part 135, carriage of passengers and cargo in scheduled operations. An operator authorized commuter airplane operations is automatically authorized to conduct on-demand (nonscheduled) operations.

(2) *On-Demand Airplane.* On-demand airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation authorizes, under Part 135, carriage of passengers and cargo in nonscheduled operations and scheduled all-cargo operations. Any operator authorized only on-demand airplane operations is not

authorized to conduct commuter airplane operations.

(3) *On-Demand Cargo Only Airplane.* On-demand cargo only airplane operations are conducted pursuant to SFAR 38-2 paragraph 4(b). This kind of operation authorizes, under Part 135, only the carriage of cargo.

D. Three kinds of Part 135 rotorcraft operations can be authorized by paragraph A1a. An operator can be authorized only one of these kinds. These three kinds of operations are as follows:

(1) *Commuter Rotorcraft.* Commuter rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation authorizes, under Part 135, carriage of passengers and cargo in scheduled rotorcraft operations. An operator authorized commuter rotorcraft operations is automatically authorized to conduct on-demand operations.

(2) *On-Demand Rotorcraft.* On-demand rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation authorizes, under Part 135, carriage of passengers and cargo in nonscheduled operations and all-cargo operations. An operator authorized only on-demand rotorcraft operations is not authorized to conduct commuter rotorcraft operations.

(3) *On-Demand, Cargo Only Rotorcraft.* On-demand, cargo only rotorcraft operations are conducted pursuant to SFAR 38-2 paragraph 4(c). This kind of operation authorizes, under Part 135, only the carriage of cargo.

E. An operator can be authorized to conduct one kind of operation under Part 121 and other kinds of operations under Part 135. For example, paragraph A1a could authorize a certificate holder to conduct domestic and flag, commuter airplane, and on-demand rotorcraft operations. The appropriate SFAR regulatory section for each kind of operation will be automatically specified in paragraph A1a.

F. “Other business names (D/B/A’s)” authorized under 14 CFR Part 215 or Part 298 must be listed in OpSpecs. Before listing a D/B/A in an operator’s OpSpecs or entering a D/B/A in an Air Oper VIS File, inspectors must verify that the D/B/A is on file with the DOT or an appropriate state agency. This verification can be accomplished by one of the following means.

(1) The operator shows that the D/B/A is listed on a DOT registration (proof of insurance).

(2) The operator shows that the D/B/A is listed on a DOT certificate of public convenience and necessity.

(3) The operator shows that the D/B/A is authorized by a DOT order or other DOT document.

(4) When the operator claims the D/B/A is on file with the DOT, verification must be made by contacting DOT’s Office of Aviation Analysis, Air Carrier Fitness Division, FTS 366-9721.

(5) When an “operating certificate” is involved, the operator shows that the D/B/A is authorized and registered by an appropriate state authority.

**FIGURE 3.1.3.1. SPACES FOR VARIABLE WORDING****PART A GENERAL****A1. ISSUANCE AND APPLICABILITY (MMDDYY).**

a. These operations of specifications are issued to \_\_\_\_\_(1)\_\_\_\_\_ whose principal base of operation is located at,

\_\_\_\_\_ (2) \_\_\_\_\_      \_\_\_\_\_ (3) \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

The holder of these operations specifications is the holder of \_\_\_\_\_(4)\_\_\_\_\_ certificate, Number \_\_\_\_\_(5)\_\_\_\_\_ and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct \_\_\_\_\_(6)\_\_\_\_\_ operations in \_\_\_\_\_(7)\_\_\_\_\_ carriage pursuant to \_\_\_\_\_(8)\_\_\_\_\_ of the Federal Aviation Regulations (FAR). The certificate holder shall conduct these operations in accordance with the specific authorizations, limitations and the procedures in these operations specifications and all appropriate FAR.

b These operations specifications are effective as of the Effective Date on the reverse side of each page and shall remain in effect as long as the certificate holder continues to meet the FAR requirements specified for certification \_\_\_\_\_(9)\_\_\_\_\_

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c. The certificate holder is authorized to \_\_\_\_\_(10)\_\_\_\_\_

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**Notes:**

1/For blank space fill-in "options," see figure 3.1.3.2.

2/For example of paragraph A1 see figure 3.1.3.3.

### FIGURE 3.1.3.2. KEY FOR VARIABLE WORDING IN PARAGRAPH A1


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1. Full legal name of the certificate holder.
  2. Location address of the principal base of operations.
  3. Mailing address if it is different from the location address (the mailing address printed by the computer will be the same as the Chief Executive Officers address).
  4. Type of certificate (either the words "Air Carrier" or "Operating" will be printed).
  5. The certificate holder's standardized certificate number.
  6. Kind of operation.

<u>Part 121</u>	<u>Part 135 Airplane</u>	<u>Part 135 Rotorcraft</u>
Domestic	Commuter Airplane	Commuter Rotorcraft
Domestic and Flag	On-Demand Airplane	On-Demand Rotorcraft
Supplemental	On-Demand Cargo	On-Demand Cargo
Supplemental, Cargo Only	Only Airplane	Only Rotorcraft

7. Type carriage (either the word "Common" or "Private" will be printed).
  8. Regulatory basis (the appropriate regulatory sections will be printed).
    - Special Federal Aviation Regulation 38-2 paragraph 4(a)(1)
    - Special Federal Aviation Regulation 38-2 paragraph 4(a)(1) and (2)
    - Special Federal Aviation Regulation 38-2 paragraph 4(a)(3)
    - Special Federal Aviation Regulation 38-2 paragraph 4(b)
    - Special Federal Aviation Regulation 38-2 paragraph 4(c)
    - Special Federal Aviation Regulation 38-2 paragraph 5(a)
    - Special Federal Aviation Regulation 38-2 paragraph 5(b)
    - Special Federal Aviation Regulation 38-2 paragraph 5(c)
  9. Economic authority (subparagraph Alb. is completed by one of the following phrases).
    - "and provided, at all times, the certificate holder has written economic authority issued by the Department of Transportation." (Air carriers in common carriage)
    - "and provided the certificate holder does not conduct any operation which results directly or indirectly from the certificate holder or any other person holding out to the public to provide for the carriage of person or property." (Commercial operators in private carriage)
    - No additional phrase required. The existing phrase is ended with a period. (Intrastate common carriage operators)
  10. Other business names D/B/A's (subparagraph Alc. is completed by one of the following phrases).
    - "use only the business name which appears on the certificate to conduct the operations described in subparagraph a. above." (No other business names authorized)
    - "conduct the operations described in subparagraph a. above under the following other business names." (other authorized D/B/A's will be printed)
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## FIGURE 3.1.3.3. EXAMPLE OF PARAGRAPH A1

## PART A GENERAL

 U.S. Department of Transportation Federal Aviation Administration	<b>Operations Specifications</b>	Form Approved OMB No. 2120-0028						
<b>PART A GENERAL</b>								
<p>A1. <u>ISSUANCE AND APPLICABILITY (MMDDYY).</u></p> <p style="margin-left: 40px;">a. These operations specifications are issued to ROMEO AIRLINES, INC. whose principal base of operation is located at:</p> <table style="margin-left: 80px; width: 80%;"> <tr> <td style="width: 50%;">HANGAR</td> <td style="width: 50%;">MAILING P.O. BOX 306</td> </tr> <tr> <td>CHANTILLY AIRPORT</td> <td>ADDRESS: CHANTILLY, VA 22032</td> </tr> <tr> <td>LOUDON, VA</td> <td></td> </tr> </table> <p>The holder of these operations specifications is the holder of Air Carrier Certificate, Number RAAA001A and shall hereafter be referred to as the certificate holder. The certificate holder is authorized to conduct Domestic and Commuter airplane operations in common carriage pursuant to Special Federal Aviation Regulation 38-2 paragraphs 4(a)(1) and 4(b) of the Federal Aviation Regulations (FAR). The certificate holder shall conduct these operations in accordance with the specific authorizations, limitations, and the procedures in these operations specifications and all appropriate FAR.</p> <p style="margin-left: 40px;">b. These operations specifications are effective as of the Effective Date on the reverse side of each page and shall remain in effect as long as the certificate holder continues to meet the FAR requirements specified for certification and provided, at all times, the certificate holder has written economic authority issued buy the Department of Transportation.</p> <p style="margin-left: 40px;">c. The certificate holder is authorized to conduct the operations described in subparagraph a. under the following other business names:</p> <ul style="list-style-type: none"> <li>(1) CHANTILLY AIRWAYS</li> <li>(2) CHANTILLY CARGO EXPRESS</li> </ul> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div>           CONTROL DATE: 4/15/88            ROMEO AIRLINES, INC.         </div> <div style="text-align: right;">           CERTIFICATE NO. RAAA001A         </div> </div>			HANGAR	MAILING P.O. BOX 306	CHANTILLY AIRPORT	ADDRESS: CHANTILLY, VA 22032	LOUDON, VA	
HANGAR	MAILING P.O. BOX 306							
CHANTILLY AIRPORT	ADDRESS: CHANTILLY, VA 22032							
LOUDON, VA								

FAA Form 8400-8 (3-88)

**65. A2 - DEFINITIONS AND ABBREVIATIONS.**

A2 includes definitions of words or phrases used in other OpSpecs paragraphs. These definitions should enhance understandings between the FAA and the aviation industry. Washington headquarters developed definitions shall not be changed by regional or district offices. Definitions will be added by Washington headquarters when it becomes apparent that they are needed. Addition of a definition by a CHDO makes the whole paragraph nonstandard. In this case, the OpSpecs paragraph must be processed as described in paragraph 37B.

**67. A3 - AIRPLANE / AIRCRAFT AUTHORIZATION.** A3 authorizes an operator to use specific make/model/series of airplanes or aircraft in Part 121 or Part 135 operations. The computer obtains this information from the Air Oper Aircraft Aux VIS file. Directions for information which must be added to this paragraph are provided by the Air Oper Aircraft Aux VIS data entry form. The following provides additional direction for the information fields which must be added to this paragraph.

A. *Make/Model/Series, Part 121 and Part 135.* When entering an authorized make/model/series into either the Air Oper Aircraft Aux VIS file (or data entry form), it should be precisely copied (including any abbreviation) from the field office ASAS Aircraft Identification Code (AIC Listing). The computer edits the make/model/series being entered and if it is not precisely the same as found in the field office ASAS Aircraft Identification Code (AIC Listing), verification by the computer operator is required before the computer will accept a nonstandard make/model/series. If the appropriate make/model/series cannot be found in the field office ASAS Aircraft Identification Code (AIC Listing), inspectors should immediately notify AVN-120 (FTS 747-4171) so that the table can be updated.

B. *Passenger Seating Capacity or Cargo Only, Part 121.*

(1) The passenger seating capacity used by the operator during the emergency evacuation demonstration required by FAR 121.291(a) or (b) for each make/model/series listed must be entered in the column labeled "Demonstrated." If the demonstrated passenger seating capacity applies to more than one series of a particular make and model, it (the seating capacity) shall be listed for each series to which it applies. It is unnecessary to list seating configurations used by the operator that are less than the demonstrated seating capacity. The demonstrated seating capacity *shall also* be

listed in the column labeled "Approved." However, if the operator requests a higher seating capacity than that which was demonstrated by the operator, the principal operations inspector may approve the higher capacity under the following conditions:

(a) The higher seating capacity does not require another emergency evacuation demonstration to be conducted in accordance with FAR 121.291(a) or (b). (See paragraph 1683.)

(b) The higher seating capacity does not exceed the maximum approved passenger seating capacities listed in table 3.10.7.1 paragraph 1765.

(c) The principal operations inspector lists the higher seating capacity in the column labeled "Approved."

(2) If the airplane is configured for cargo only, the phrase "Cargo Only" shall be entered in the column labeled "Approved." In some situations, such as combination passenger/cargo configurations, the approved seating capacity and the required number of flight attendants may need elaboration. This elaboration should be accomplished by adding additional text as an extra subparagraph to the paragraph.

C. *Required Number of Flight Attendants, Part 121.* The number of flight attendants used during the emergency evacuation demonstration must be entered for each make/model/series listed.

D. *Class of Operation, Part 135.* The appropriate class of operation must be entered for each make/model/series listed. Only one of the five classes of operation shall be entered for each make/model/series. The five classes of operation for Part 135 operations are: Single Engine Land (SEL), Single Engine Sea (SES), Multiengine Land (MEL), Multiengine Sea (SEA), and Helicopter (HEL). If a particular make/model/series can be operated in more than one class (such as an amphibious airplane) the make/model/series should be listed twice with each listing, showing the appropriate class (such as SES, SEL). When entering the data in the VIS subsystem, the total number of aircraft should be entered in only one of the two entries.

E. *Type of Operation, Part 135.* The appropriate en route flight rule must be entered for each make/model/series. If the make/model/series is approved for IFR operations, enter the phrase "IFR/VFR" in the column labeled "En Route Flight Rule." If the make/model/series is restricted to VFR operations only, enter the phrase "VFR Only." The day/night condition must also be entered

for each make/model/series. If the make/model/series is approved for both day and night conditions, enter the phrase "Day/Night" in the column labeled "Day/Night Conditions." If the make/model/series is approved for daylight conditions only, enter the phrase "Day Only."

F. *Flight Attendant or Cargo Only, Part 135.* The flight attendant requirement for each make/model/series must be listed. If the make/model/series is configured with more than 19 passenger seats, enter the number "1" in the column labeled "Flight Attendant Or Cargo Only." If the passenger seating configuration is 19 seats or less, enter the word "None." If the make/model/series is configured for cargo only operations, enter the phrase "Cargo Only" in this column.


## **69. A4 - SUMMARY OF SPECIAL AUTHORIZATIONS AND LIMITATIONS.**

A. This paragraph summarizes special authorizations and/or limitations applicable to a particular operator. The computer extracts the special paragraphs which authorize a specific activity and prints titles of the paragraphs or equivalent phrases. When printed in A4a, the title (or equivalent phrase) completes the lead-in phrase

authorizing the specific activity and reference number of the special paragraph. When an operator is capable of conducting the activity which a special paragraph would permit, but the operator is not authorized to conduct that activity, the computer prints the title (or equivalent phrase) of the special paragraph in subparagraph A4b. When printed in A4b, the title or equivalent wording completes the lead-in phrase prohibiting the operator from conducting the activity. In this case, the special paragraph is not referenced because it is not printed or applicable. If the operator is not capable of conducting the special activity, or the special activity is not applicable to the operator, the title or equivalent wording is not printed in either subparagraph A4a or A4b.

B. Figure 3.1.3.4 provides an example of paragraph A4. Figure 3.1.3.5 lists the possible phrases which can be extracted and printed to complete the lead-in phrase of either A4a or A4b. If printed in A4a, the associated reference paragraph number will also be printed. The computer makes the appropriate extractions based on the information fields from the OpSpecs checklist. If an incorrect or inappropriate extraction is made by the computer, the accuracy of the OpSpecs checklist should be verified.

FIGURE 3.1.3.4. ILLUSTRATION OF PARAGRAPH A4

 U.S. Department of Transportation Federal Aviation Administration	<b>Operations Specifications</b>	Form Approved OMB No. 2120-0028										
<p>A4. <u>Summary of Special Authorizations and Limitations (MMDDYY).</u></p> <p>a. The certificate holder, in accordance with the reference paragraphs, is authorized to:</p> <table style="width: 100%; border: none;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 20%; text-align: right; vertical-align: bottom;"><u>Reference Paragraphs</u></th> </tr> </thead> <tbody> <tr> <td>- Conduct airplane operations using lower than standard takeoff minimums under FAR Part 135.</td> <td style="text-align: right; vertical-align: bottom;">C57</td> </tr> <tr> <td>- Conduct IFR operations in uncontrolled airspace.</td> <td style="text-align: right; vertical-align: bottom;">A14</td> </tr> <tr> <td>- Conduct Class I Navigation using an area navigation system.</td> <td style="text-align: right; vertical-align: bottom;">B34</td> </tr> <tr> <td>- Contractually arrange with other certificated operators for maintenance of the entire aircraft.</td> <td style="text-align: right; vertical-align: bottom;">D77</td> </tr> </tbody> </table> <p>b. The certificate holder is not authorized and shall not:</p> <ul style="list-style-type: none"> <li>- Use powerplant reversing systems for rearwind taxi in airplane operations.</li> <li>- Conduct Category II operations.</li> <li>- Conduct Category III operations.</li> <li>- Use automotive gasoline fuel in reciprocating engine powered aircraft.</li> <li>- Conduct airplane operations without instrument rated pilots.</li> <li>- Participate in a parts pool agreement.</li> </ul> <p style="text-align: center; margin-top: 20px;">#</p>				<u>Reference Paragraphs</u>	- Conduct airplane operations using lower than standard takeoff minimums under FAR Part 135.	C57	- Conduct IFR operations in uncontrolled airspace.	A14	- Conduct Class I Navigation using an area navigation system.	B34	- Contractually arrange with other certificated operators for maintenance of the entire aircraft.	D77
	<u>Reference Paragraphs</u>											
- Conduct airplane operations using lower than standard takeoff minimums under FAR Part 135.	C57											
- Conduct IFR operations in uncontrolled airspace.	A14											
- Conduct Class I Navigation using an area navigation system.	B34											
- Contractually arrange with other certificated operators for maintenance of the entire aircraft.	D77											



**FIGURE 3.1.3.5. LISTING OF POSSIBLE SPECIAL AUTHORIZATIONS  
OR LIMITATIONS FOR PARAGRAPH A4**

	<b><u>Reference Paragraphs</u></b>
• Conduct North Atlantic Operations (NAT/OPS) with two-engine airplanes under Part 121.	B41
• Conduct Extended-Range Operations with two-engine airplanes (ER-OPS) under Part 121.	B42
• Use an approved Carry-on Baggage Program.	A11
• Comply with the rules applicable to domestic operations in the conduct of operations to certain foreign airports.	A12
• Conduct operations using lower than standard takeoff minimums under Part 121.	C56
• Conduct airplane operations using lower than standard takeoff minimums under Part 135.	C57
• Conduct helicopter operations using lower than standard takeoff minimums under Part 135.	H106
• Use powerplant reversing systems for rearward taxi in airplane operations.	C65
• Conduct turbojet airplane takeoff operations in tailwind conditions.	C66
• Conduct IFR operations in uncontrolled airspace.	A14
• Conduct Airplane Category II operations.	C59
• Conduct Airplane Category III operations.	C60
• Conduct Helicopter Category II operations.	H108
• Conduct Helicopter Category III operations.	H109
• Use flight control guidance systems for airplane automatic landing operations.	C61
• Use flight control guidance systems for helicopter automatic landing operations.	H110
• Use manually flown flight control guidance systems certified for airplane landing operations.	C62
• Use manually flown flight control guidance systems certified for helicopter landing operations.	H111

**FIGURE 3.1.3.5. LISTING OF POSSIBLE SPECIAL AUTHORIZATIONS  
OR LIMITATIONS FOR PARAGRAPH A4 (Cont'd.)**

	<b><u>Reference Paragraphs</u></b>
• Conduct airplane approach operations using an area navigation system.	C63
• Conduct helicopter approach operations using an area navigation system.	H112
• Conduct Class I navigation using an area navigation system.	B34
• Conduct Class I navigation in the U.S. Positive Control Area (PCA) using area navigation systems.	B35
• Conduct Class II navigation using long-range navigation systems or a Flight Navigator.	B36
• Conduct operations in Central East Pacific (CEPAC) Composit Airspace.	B37
• Conduct operations in North Pacific (NOPAC) Airspace.	B38
• Conduct operations in North Atlantic Minimum Navigation (NAT/MNDS).	B39
• Conduct operations in areas of magnetic unreliability.	B40
• Conduct planned redispach or rerelease en route operations.	B44
• Use automotive gasoline fule in reciprocating engine powered aircraft.	A19
• Use an autopilot system in lieu of a required second-in-command.	A15
• Conduct airplaine operations without instrument rated pilots.	A20
• Conduct Aeromedical helicopter operations.	A21
• Conduct scheduled passenger helicopter operations.	A18
• Use an approved security program in helicopter operations.	A17
• Conduct IFR helicopter en route descent (HEDA) procedures.	H104
• Use a reliability program for an entire aircraft or powerplant.	D74
• Use a reliability program for systems or selected items.	D75
• Use short term escalation.	D76

**FIGURE 3.1.3.5. LISTING OF POSSIBLE SPECIAL AUTHORIZATIONS  
OR LIMITATIONS FOR PARAGRAPH A4 (Cont'd.)**

	<b><u>Reference Paragraphs</u></b>
• Contractually arrange with other certificated operators for maintenance of the entire aircraft.	D77
• Contractually arrange with other certificated operators for specific maintenance.	D78
• Contractually arrange with another certificated operator for a reliability program.	D79
• Use a maintenance program for leased U.S. registered aircraft.	D80 *
• Participate in a parts pool agreement.	D81
• Prorate times.	D82
• Borrow parts.	D83
• Conduct ferry flights under special flight permits with continuing authorization.	D84 *
• Use an Extended-Range Operation (ER-OPS) aircraft maintenance program.	D86 *
• Use a maintenance program for leased foreign registered aircraft.	D87 *
• Use a separate approval document or approved manual section for time limitations.	D88
• Use an approved minimum equipment list.	D95 *
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**NOTE: For Part D, the phrases and reference paragraphs indicated by an asterisk will always be entered in either subparagraph A4a or A4b and will never be excluded from paragraph A4. All of the remaining phrases associated with Part D (and only Part D) will either be entered in subparagraph A4a or will be automatically excluded from the OpSpecs and Paragraph A4.**

**71. A5 - EXEMPTIONS AND DEVIATIONS.** In order for an operator to conduct operations under the provisions of any exemption or deviation, the exemption or deviation must be listed in paragraph A5.

**A. Exemptions.** The current exemption number and expiration date must be entered in A5a. List the exemption numbers in numerical order. In the space labeled "Remarks and/or References" (adjacent to each exemption), enter a brief description of the exemption or, if appropriate, the exempted regulations. If certain conditions or limitations related to the exemption are specified in another paragraph of the OpSpecs, the reference number of the other paragraph must also be entered in this space. For example, if a single HF radio is permitted by exemption in certain areas of en route operation, a reference to paragraph B50 should be made (such as, "see paragraph B50"). In this example, the appropriate areas of en route operation in B50 should

contain a note authorizing the provisions of that exemption for those areas.

**B. Deviations.** The applicable FAR sections to which a deviation has been granted must be entered in A5b. List the deviations in numerical order by FAR section. In the space labeled "Remarks and/or References" (adjacent to each deviation), briefly describe the provisions of the deviation or indicate a reference number for the standard OpSpecs paragraph which authorizes the deviation. For example, if an operator is granted a deviation to permit the same person to serve as director of operations and director of maintenance, the applicable FAR section must be listed in the "Applicable FAR Section" column. In the "Remarks and/or Reference" space, enter "See paragraph A6." The following standard OpSpecs paragraphs must be referenced and issued when granting deviations in the following subject areas:

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<u>SUBJECT</u>	<u>PARAGRAPH NUMBER</u>	<u>APPROPRIATE FAR'S</u>
Management	A6	Various, depends on operating regulation, management position, and qualifications
Extended-Overwater Operations without liferafts	A13	FAR 121.339(a)(2)(3) and (4)
Basic Part 135 Operator On-Demand Operations Only	A16	FAR's 135.21(a), 135.37(b), and 135.341(a)
Basic Part 135 Operator Commuter and On-Demand	A16	FAR's 135.21(a), 135.37(b), and 135.341(a)
Single Pilot-in-Command Operator	A16	FAR's 135.21(a), 135.37(b), and 135.341(a)
Extended-Range Operations with Two-Engine Airplanes	B42	FAR 121.161(a)
Special Fuel Reserves in International (Flag) Operations	B43	FAR 121.645(b)(2)

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**73. A6 - MANAGEMENT PERSONNEL.**

A. An operator's management personnel may have titles different from titles of management positions used in the FAR's. The intent of paragraph A6 is to clearly identify the operator's management personnel who are fulfilling FAR management positions. A6 is also used to approve deviations from required management positions. Direction and guidance for approving deviations from management requirements is in chapter 8 (TBD), section (TBD). Approval of these deviations must be indicated in A6 as follows:

(1) For deviations which permit less than the required management positions, leave the positions which are not filled blank. Leave all positions blank for Single Pilot Operators and Single Pilot-in-Command Operators.

(2) For deviations which permit the same person to fill two or more positions, enter the name and title of that person in the appropriate positions.

(3) For deviations which permit a person to hold a management position when that person does not meet the regulatory qualification requirements, enter the name and title of that person in the appropriate position.

(4) In all cases the appropriate regulatory section must be listed in paragraph A5(b) of the OpSpecs.

B. The computer automatically extracts management information for A6 from the Air Oper VIS file. The Air Oper VIS file must be accurate and contain at least the information required for OpSpecs in order for the OpSpecs to be correct. Additional text may be added to A6 without making it nonstandard, provided the extra paragraph is used to identify additional management positions (such as more than one chief pilot), or to specify conditions of a deviation. If the extra paragraph provides for anything other than the preceding, it must be processed in accordance with paragraph 37B of this chapter.

**75. A7 - OTHER DESIGNATED PERSONS.**

A. *Agent For Service.* An agent for service is a person or company designated by the certificate holder upon whom all legal notices, processes and orders, decisions, and requirements of the Department of Transportation, Federal Aviation Administration, and National Transportation Safety Board shall be served. Once any of these documents has been served upon the operator's agent for service, the certificate holder cannot

claim (legally) that it did not receive the documents. Section 1005 of the FA Act requires air carriers to designate an agent for service. The name, title, and address of the agent for service must be obtained from the operator and correctly entered into the Air Oper VIS file.

B. *Persons Designated to Apply for and Receive Operations Specifications.* Names and titles of persons designated by the operator as authorized to apply for and receive OpSpecs must be entered in subparagraph A7b. The OpSpecs Parts for which the designated person is responsible must also be entered. Principal inspectors may determine that it is appropriate to have signatures of these designated persons recorded in this subparagraph.

**77. A8 - OPERATIONAL CONTROL.**

A. Each Part 121 and Part 135 operator must have a system and/or procedures for the control of flight movements. The intent of A8 is to promote a mutual understanding between an operator and the FAA concerning the system and/or procedures used by that operator. The three basic systems and/or procedures required by Parts 121 and 135 are discussed in detail in chapter 6 of this volume. The three systems and/or procedures are as follows:

(1) Dispatch systems are required for Part 121 domestic and flag operations. See chapter 6, section (TBD).

(2) Flight following systems are required for Part 121 supplemental operations when the operator does not have an established dispatch system. See chapter 6, section (TBD).

(3) Flight locating procedures are used by Part 135 operators. See chapter 6, section (TBD).

B. The system and/or procedures used by an operator must be described or referenced in A8. It is preferable to complete A8 with references to an operator's manual or sections of an operator's manual which describe the system and/or procedures used by that operator. It is not necessary to control these references by date. The references should be changed only when a revision to the operator's manual makes the reference in the OpSpecs incorrect. When an operator's manual does not adequately describe the system and/or procedures used, a narrative description combined with references may be necessary. Often, it may not be appropriate to use references in this paragraph, (especially with smaller Part 135 operators). In these cases narrative description may be necessary. When a narrative description is used, it should be brief but provide sufficient information so that the FAA and the operator have the same

understanding about the system and/or procedures used by the operator.

C. The description of the systems and/or procedures for controlling flight movement as described in the operator's manual and referenced in the OpSpecs, or as narratively described in the OpSpecs should include the following information, as appropriate to the kind of operation:

- Methods and procedures for initiating, diverting, and terminating flights
- Persons or duty positions authorized to, and responsible for, exercise of operational control
- Facilities and location of facilities used by the operator in the exercise of operational control
- Communication systems and procedures used by the operator
- Special coordination methods and/or procedures used by the operator to assure the aircraft is airworthy
- Emergency notification procedures

## **79. A9 - AIRPORT AERONAUTICAL DATA.**

A. FAR's 121.97 and 121.117 require Part 121 operators to have an approved system for obtaining, maintaining, and distributing airport aeronautical data. A9 provides the method for approving airport aeronautical data systems for Part 121 operators. FAR 135.83, Subpart I of Part 135, and 91.5 require Part 135 operators to obtain, maintain, and distribute essentially the same types of airport aeronautical data. Although a Part 135 operator is not required to obtain FAA approval of the system used, A9 provides a method of promoting the same understanding between the operator and the FAA concerning the system used to comply with the regulations pertinent to airport aeronautical data. Chapter 3 of volume 4 (TBD) provides direction and guidance concerning airport aeronautical data systems.

B. The system approved for Part 121 operators or used by Part 135 operators must be described or referenced in A9. When possible, the paragraph should be completed by referencing pertinent sections of the operator's manual or other documents which describe the system used by the operator. When the airport aeronautical data system is not

described in a manual or another document, a narrative description of the system must be used to complete A9. When a narrative description (or outline) is used, it should be brief but provide sufficient information which describes the system used to obtain, maintain, and distribute required airport aeronautical data.

## **81. A10 - AERONAUTICAL WEATHER DATA.**

A. Numerous regulatory requirements in Parts 121 and 135 require operators to have or use a system for obtaining and disseminating aeronautical weather data. The intent of A10 is to promote the same understanding between the operator and the FAA concerning the system used for obtaining and disseminating required weather data. FAR 121.97 requires operators who conduct domestic and flag operations to use an FAA approved system for obtaining forecasts and reports of adverse weather phenomena. A10 provides the method for approving this adverse weather phenomena collection and dissemination system. Chapter 7 provides direction and guidance on aeronautical weather data systems.

B. Enhanced Weather Information Systems (EWINS) are approved by paragraph A10. Approval for an operator to use an EWINS shall be accomplished by referencing the EWINS Policy and Procedures Manual in A10. The original date of the EWINS manual and the last revision must also be referenced in A10. See section 4 of chapter 7.

C. For Part 121 operators (domestic and flag operations) who are not approved to use an EWINS but must obtain approval of an Adverse Weather Phenomena Reporting and Forecasting System, A10 must be completed as follows:

(1) Approval of the operator's Adverse Weather Phenomena Reporting and Forecasting System shall be accomplished by referencing sections of the operator's manual or other documents which describe the system. If such manual sections or other documents do not clearly describe the Adverse Weather Phenomena Reporting and Forecasting System, a narrative description (combined with references where available) of the approved system must be added to OpSpecs paragraph A10. See paragraphs 1425 and 1427.

(2) Additionally, the methods used by the operator for obtaining and disseminating other types of weather data (not related to the approved Adverse Weather Phenomena Reporting and Forecasting System) must also be referenced or narratively described in A10.

D. For Part 121 supplemental operators, and Part 135

operators who do not use an approved EWINS, paragraph A10 shall be completed by referencing sections of the operator's manuals or by a narrative description of the operator's system for obtaining and disseminating weather data. A narrative description or outline should be brief but present sufficient information about the system or procedures used.

### **83. A11 - APPROVED CARRY-ON BAGGAGE**

**PROGRAM. (o/s 9k)** FAR 121.589 requires Part 121 operators to have an approved carry-on baggage program. This regulation also requires FAA approval to be in the operator's OpSpecs. The approved program must be described or referenced in paragraph A11. It is preferable to approve the program by referencing a separate carry-on baggage document developed by the operator which describes the program. However, the operator may elect to implement the carry-on baggage program by describing the requirements of the program in various sections of its manuals such as the passenger services manual and the flight attendant manual. In this case, approval of the carry-on baggage should be made by referencing specific sections of the pertinent manuals in A11. Reference to the approved program in the OpSpecs must be controlled by revision number and/or date, as appropriate. When an operator's manual or separate carry-on baggage document does not adequately describe the approved carry-on baggage program, a combination of references and narrative description may be necessary. The description of the approved carry-on baggage program must address the items discussed in AC 121-29.

### **85. A12 - DOMESTIC OPERATIONS TO CERTAIN FOREIGN AIRPORTS. (o/s 9h)**

A. SFAR 38-2 paragraph 4(a)(1) permits operators authorized to conduct domestic and flag operations to comply with the regulations of Part 121 applicable to domestic operations on segments of routes outside the United States provided specific authorization is obtained from the Administrator. A12 is the method for authorizing these types of operations. When authorized to conduct domestic operations to foreign airports, the operator must comply with all regulations applicable to domestic operations (including flight time limitations and rest requirements).

B. Authorization to comply with regulations applicable to domestic operations is granted by listing the U.S. airport and the foreign airport pairs (with IATA identifiers) in which scheduled operations (to and from) will be conducted. No special training or procedural requirements needs to be accomplished before granting

this authorization unless there are procedural requirements which are new to the operator or its crewmembers. This authorization shall be granted only when the scheduled operation is "to or from" a U.S. airport within the 48 contiguous United States. This authorization shall not be granted when the en route portion of the flight outside of the 48 contiguous United States exceeds 2 hours. The reasons for the 2-hour limitation include the following:

(1) For most aircraft, the fuel reserve requirements for domestic and flag operations become approximately equivalent for flights of about 2 to 2-1/2 hours total flight time.

(2) Limiting the segment of flight outside the U.S. to 2 hours results in any flight segment beyond 2 hours to be conducted in U.S. airspace, in radar contact, with reliable communication and known or accurately forecasted weather information. Therefore, the portion of the flight beyond 2 hours is equivalent to existing domestic operations and fuel reserve requirements.

C. If an operator requests a deviation from the fuel reserve requirements applicable to flag operations (FAR 121.645), the procedures for issuance of OpSpecs paragraph B43 must be followed. See paragraph 145 of this chapter.

### **87. A13 - PART 121 OPERATIONS WITHOUT CERTAIN EMERGENCY EQUIPMENT. (o/s 9g)**

Part 121 operators may apply for a deviation from FAR 121.339 to permit extended-overwater operations without carrying certain emergency ditching equipment. A13 provides the method for approving these deviations. Approval is indicated by listing in A13 the make and model of the aircraft and the routes and/or areas to which the deviation applies. FAR 121.339(a)(2), (3), and (4) must be listed in OpSpecs paragraph A5 with the reference to A13. It is FAA policy that deviations from the requirement to carry life preservers (FAR 121.339(a)(1)) shall not be approved. However, deviations from the requirements for carrying liferafts and associated survival kits (FAR 121.339(a)(2) and FAR 121.339(c)), pyrotechnic signaling devices (FAR 121.339(a)(3)) and emergency locator transmitters (FAR 121.339(a)(4)) may be approved, provided the following conditions are met.

A. The operator submits an application requesting the deviation with at least the following information to support the request.

(1) Engine reliability data for the aircraft to be used, including total engine hours, number of inflight shutdowns and inflight shutdown rates. This information must include

fleetwide data and data pertinent to the operator's aircraft.

(2) Aircraft operational capabilities concerning a diversion due to an engine failure. This information must include drift-down profiles, single-engine cruise performance for two- and three-engine aircraft, and two-engine cruise performance for four-engine aircraft.

(3) The areas of en route operation and/or routes over which provisions of the deviation will apply including proposed minimum en route altitudes and airports which could be used if a diversion is necessary. POIs should be aware that A13c contains a limitation that requires that inflight operations are not to exceed 162 nautical miles from a shoreline at any time.

(4) Navigation and communication equipment requirements and capabilities for normal flight conditions and for engine inoperative flight conditions in the proposed areas of en route operation.

(5) Existing and/or proposed procedures for diversion contingency planning and training curriculums for flight and cabin crewmembers concerning ditching without liferafts.

(6) A description of search and rescue facilities and capabilities for the proposed areas of en route operations.

B. The POI in coordination with the PMI and PAI must evaluate and substantiate submitted information. If a POI does not concur with the operator's proposal, a letter denying the application for a deviation with an explanation of the reasons for denial shall be forwarded to the operator. If a POI concurs that the deviations should be approved, a recommendation shall be prepared and forwarded along with the operator's application and supporting information to AFS-200 through the Regional Flight Standards Division.

C. AFS-200 will review the application, the supporting information, and the POI's recommendation. If AFS-200 does not concur with the POI's recommendation, a letter indicating non-concurrence with an explanation of the reasons will be forwarded to the POI with a copy to the region. If AFS-200 agrees with the POI's recommendation, the POI will be advised by letter of the concurrence. With AFS-200 concurrence the POI may approve the deviation by issuing A13.

**89. A14 - IFR OPERATIONS OUTSIDE CONTROLLED AIRSPACE. (o/s 5c, or 5d, or 5e)** Paragraph B32 of the OpSpecs prohibits IFR operations

outside of controlled airspace unless the POI approves such operations by issuing A14. IFR operations outside of controlled airspace are not provided any ATC separation services. The certificate holder and the pilot-in-command are responsible for avoiding obstacles and other air traffic. A14 provides authorization for two types of IFR operations outside of controlled airspace. One or both types of these operations may be authorized.

A. *Terminal Area IFR Operations Outside Controlled Airspace. (o/s 5c or 5d)* This type of operation includes approaches to, and departures from, terminal areas outside of controlled airspace or at locations without an operating control tower. Before authorizing this type of operation, the POI must confirm the operator has a method or procedure for assuring the facilities and services necessary for safe operations are operational at the airport during periods in which flight operations are to occur. The POI must confirm the operator has developed procedures and guidance for crewmember use while operating at these terminal areas. When terminal area IFR operations outside controlled airspace or at locations without operating control towers are authorized, OpSpecs paragraph C64 will automatically be printed for issuance. If the proposed operations are scheduled operations, additional information must be obtained from the operator and evaluated in order to complete C64. See paragraph 189.

B. *En Route IFR Operations Outside Controlled Airspace. (o/s 5e)* Before authorizing en route IFR operations outside of controlled airspace, the POI must confirm the operator has a method or procedure for assuring that any facilities and services which this type of operation depends upon are operational during the periods in which flights are to occur. The POI must also confirm the operator has developed procedures and guidance for crewmember use while operating in areas of en route operation outside of controlled airspace. Aeronautical Information Publications (AIP's) or Flight Information Region Publications (FIR's) have broadcast-in-the-blind procedures and other guidance for crewmember use when large areas of uncontrolled airspace are within the area covered by the AIP or FIR. See volume 4, chapter 1, section 5 for further discussion on en route operations outside controlled airspace.

## **91. A15 - AUTOPILOT IN LIEU OF REQUIRED SECOND-IN-COMMAND. (o/s 4b and 11a)**

A. In accordance with FAR 135.105(b), a Part 135 operator may apply for authorization to use an autopilot in place of a second-in-command. The POI must coordinate with an avionics inspector to ensure each particular



aircraft/autopilot combination is installed in accordance with FAA-approved data, is airworthy, and is operationally capable of maintaining control of the aircraft to the degree specified in FAR 135.105(c).

B. The aircraft make and model and the autopilot manufacturer and model identification must be listed in OpSpecs paragraph A15. Any conditions or limitations

which the POI determines necessary for a particular aircraft/autopilot combination must also be listed. It is not necessary to repeat conditions or limitations already specified in an AFM or AFM supplement. If no conditions or limitations apply, enter the word “none” in that part of the listing. The following is an example of how this operator specific information should be added to this paragraph.

AIRCRAFT MAKE/MODEL	AUTOPILOT SYSTEM MANUFACTURER/MODEL	ADDITIONAL CONDITIONS/LIMITATIONS
CESSNA 337 A	CESSNA NOVOMATIC 300	NONE

**93. A16 - SINGLE PILOT, SINGLE PILOT-IN-COMMAND, OR BASIC PART 135 OPERATORS.** A16 comprises four different paragraphs. Only one of these paragraphs will be extracted by the computer for issuance. The appropriate extraction depends upon selections entered from the OpSpecs checklist. The four types of operations authorized by A16 are: Single Pilot Operators, Single Pilot-in-Command Operators, Basic Part 135 Operators (On-Demand Operations Only), and Basic Part 135 Operators (Commuter and On-Demand Operations). Direction and guidance for certification of these types of operators are in volume 2, chapter 3, section 2. Although the OpSpecs checklist has only one selection for a Basic Part 135 Operator, the computer distinguishes whether “commuter” or “on-demand only” operations are authorized by other selections entered from the checklist. A deviation is required to authorize a Single Pilot-In-Command or Basic Part 135 Operator. Therefore, the appropriate regulatory sections and paragraph A16 must be listed in A5 of the OpSpecs and the Air Oper Basic VIS must indicate that a deviation is authorized.

**95. A17 - APPROVED SECURITY PROGRAM FOR HELICOPTERS. (o/s 13b)**

A. FAR Part 108 does not include provisions for helicopter security programs. Helicopter operators who wish to emplane or deplane passengers or checked luggage into “sterile areas” must apply for, and receive authorization to use, an approved security program. A17 conveys the authority for helicopter operators to use an approved security program. POI’s shall not issue A17

without concurrence of the Civil Aviation Security Field Office.

B. The security program used by the operator must be described or referenced in A17a. It is preferable to reference sections of the operator’s manual which describe the program used by that operator. It is not necessary to control these references by date. The references should be changed only when a revision to the operator’s manual makes the reference in the OpSpecs incorrect. When the operator’s manual does not adequately describe the system and/or procedures used, a narrative description combined with references may be necessary.

C. The airports and/or heliports in which compliance with the approved security program is required must be listed in A17b.

**97. A18 - SCHEDULED HELICOPTER OPERATIONS. (o/s 13i)** Helicopter operators who operate scheduled passenger or cargo carrying operations must be issued A18.

A. Subparagraph A18a(2) authorizes scheduled helicopter operations along “Restricted Helicopter Routes” with helicopters which do not have Transport Category “A” one-engine inoperative performance capabilities. The operator must show that helicopters using these routes can at any point along the route and while at the minimum authorized altitude, complete a safe approach and landing if powerplant failure occurs. Determining compliance with these conditions will almost always be a controversial and difficult inspection task. For this reason, only currently qualified and highly experienced helicopter specialists

should be used to evaluate these types of routes. In controversial cases, a team of helicopter specialists should be employed for this task.

B. "Restricted Helicopter Routes" must be precisely defined in B50. This may be accomplished in accordance

with instructions in paragraph 149 B(2)(e). In certain situations, detailed descriptions (including maps, charts, ATC letters of agreement, special provisions and limitations) of "Restricted Helicopter Routes" may be lengthy and complex. Therefore, it is permissible to incorporate these documents in B50 by reference. The following is an example of incorporation by reference.

AUTHORIZED AREAS OF EN ROUTE OPERATION	LIMITATIONS, PROVISIONS, AND REFERENCE PARAGRAPHS
1. Select the following, as applicable.	
[ ] a. The 48 contiguous United States and the District of Columbia	B31, B32 Note 1
Special Requirements: Note 1. RESTRICTED HELICOPTER ROUTES: The certificate holder's Pilot Operations Manual, Chapter 5, "Helicopter Routes," dated _____, is incorporated in paragraph B50 of these operations specifications and may not be amended except by amendment of these operations specifications. Compliance with the provisions of Chapter 5, "Helicopter Routes" is required.	

**99. A19 - AUTOMOTIVE GASOLINE AS AIRCRAFT FUEL. (o/s 11b)** A certificate holder may request authorization to use automotive gasoline as fuel in reciprocating engine aircraft used in Part 135 cargo operations. When an inspector receives a request for this authorization, he must take all of the following actions before issuing A19:

A. In coordination with an airworthiness inspector, determine that the specific aircraft is approved to use automotive gasoline as fuel.

B. Inspect the proposed list of aircraft the certificate holder must maintain under FAR 135.63(a)(3) for compliance with the provision of A19b(2).

C. In coordination with an airworthiness inspector, determine that the certificate holder has written procedures which provide compliance with the requirements of OpSpecs paragraphs A19b(3) and (4).

D. The certificate holder shall be required to enter in each appropriate aircraft and powerplant historical record the following entry: "This aircraft/powerplant has been operated using automotive gasoline as fuel and is prohibited for use in Part 135 passenger carrying

operations until the following events have been completed and documented by a person authorized to perform an annual inspection of this aircraft -

(1) Remove all automotive fuel and fuel residue from the aircraft and powerplant fuel systems.

(2) Inspect all components of the aircraft fuel system and appropriate components of the powerplants to determine that those components are airworthy and conform to the appropriate type design.

(3) Record events (1) and (2) in the aircraft and/or powerplant records."

**101. A20 - AIRPLANE OPERATIONS WITHOUT INSTRUMENT-RATED PILOTS. (o/s 11c)** A certificate holder who applies for this authorization may be issued A20 after each of the following considerations are satisfied.

A. The area to be approved must be isolated. In determining whether an area is an "isolated area," the following criteria must be considered.

(1) Isolated areas are always sparsely populated but may include small settlements or villages. Commercial

transportation, such as bus or train, is not available. Major highways do not transit or penetrate isolated areas although secondary and unimproved roads (suitable for cars and trucks) may be available. In many cases, the destinations are so isolated that air travel would be the primary means of transportation.

(2) Landing areas may be unimproved strips or water sites depending on the kinds of airplanes used and the time of year. Ski-equipped airplane operations would be appropriate to frozen lakes or rivers and to suitable, snow-covered land areas.

(3) The size of isolated areas could vary considerably, depending on the needs of a particular certificate holder. However, FAR 135.243(d) states that flights may not exceed 250 nautical miles from the operator's base of operations. The point of departure, en route portion of flight, and landing site all must be within the boundaries of the approved isolated area.

(4) Within isolated areas flight planning and navigational requirements are normally performed by pilotage only. Radio navigational signal coverage (VOR or NDB facilities) is usually limited, or largely ineffective, in these areas. However, a radio facility may be located at or near a landing site without changing the classification of the isolated area.

B. Applicants requesting approval for these operations must hold an Air Carrier Certificate or an Operating Certificate and OpSpecs authorizing Part 135 on-demand VFR day only operations using single-engine land or seaplanes. Isolated area operations using a PIC without an instrument rating shall not be authorized for commuter operations. Application for this authorization must be made by letter requesting amended OpSpecs. A map or current aeronautical chart identifying the area involved must be attached to the letter of application. This chart must clearly show the boundaries of the isolated area, the principal landing sites, and the distances from the operator's operations base.

C. Inspectors must review the application to confirm compliance with FAR 135.243(d)(3) (that the area is isolated) and FAR 135.243(d)(6) (flight distances do not exceed 250 nautical miles). Inspectors must determine whether the certificate holder has a manual which incorporates instructions concerning operations in isolated areas. This manual must include a procedure which guarantees non-instrument-rated PIC's will not be used outside of the approved isolated areas. The POI must determine that the following requirements are met before issuing A20.

(1) All aircraft to be used are single, reciprocating engine-powered, nine or fewer passenger airplanes equipped for at least day VFR operations.

(2) Operations are limited to on-demand, day VFR, flights within the boundaries of the approved isolated area and not more than 250 nautical miles distance from the base of operation.

(3) Flight locating procedures are adequate.

(4) The Regional Flight Standards Division concurs with the approval of the isolated area operation.

### **103. A21 - AEROMEDICAL HELICOPTER OPERATIONS. (o/s 2j or 2k and 13e)**

A. This paragraph authorizes a certificate holder operating in accordance with Part 135 to conduct VFR emergency medical service (EMS) operations in helicopters. This authorization requires that the intended takeoff and landing site be adequate for the proposed operation considering the size of the site, type of surface, surrounding obstructions, and lighting. If the operation is to be conducted at night, the takeoff and landing site must be clearly illuminated by a lighting source that will provide adequate lighting for the site itself and for any obstructions which may create potential hazards during approach, hovering, taxiing, and departure operations.

B. The certificate holder may not use a pilot-in-command in emergency medical service operations unless that PIC has satisfactorily completed the certificate holder's FAA-approved training program for such operations. Since EMS operations often involve flights during periods of inclement weather, the training program for EMS operations should include a segment which covers the recovery from inadvertent IFR conditions encountered because of unforecasted weather conditions.

C. Paragraph A21b. specifies the conditions (day/night), area (local/cross-country), ceiling, and visibility the certificate holder is authorized to use for an EMS operation. Each specific combination of conditions and areas should be listed in A21b. The four possible combinations of conditions and area authorizations are day/local, night/local, day/cross-country, and night/cross-country. Each of these combinations should be specified along with ceiling and visibility authorizations. If a specific condition and area is not authorized, the condition and area should be listed and the words "Not Authorized" should be entered across the ceiling and visibility columns.

D. A21c. contains a description of the “local area.” The local area is an area designated by the certificate holder which may not exceed 100 nautical miles from the dispatch location, taking into account man-made and natural geographic terrain features that are easily identifiable by the PIC, and from which the PIC may visually determine a position at all times. The local area may be the same for night and day operations unless the terrain features used for the day local area would not be discernable at night. In such a case, both a day and night local area must be described. For example, in mountainous or desert locations, geographical terrain features may facilitate day operations but because of the lack of such features and/or lighted landmarks, night operations would not be authorized.

**105. A28 - AIRCRAFT WET LEASE ARRANGEMENTS. (o/s 5a)** Chapter 13, section 3, provides direction and guidance for processing and authorizing wet lease arrangements. When a wet lease arrangement is authorized, A28 shall be issued only to the certificate holder who (as determined by the FAA) has operational control. If the certificate holder maintains operational control in more than one lease agreement, all such agreements must be authorized by A28. The name of the lessor and lessee of each agreement must be entered in the columns provided. The aircraft make/model/series used in each agreement, and the expiration date of each agreement, must be entered in the columns provided. The kind of operation is automatically specified in A1 of the certificate holder’s OpSpecs. If it is necessary to specify other conditions or limitations, they

should be specified by adding text to A28.

**107. A29 - AIRCRAFT INTERCHANGE ARRANGEMENTS. (o/s 5b)** Chapter 13, section 4, provides direction and guidance for processing and authorizing interchange arrangements. When an interchange arrangement is authorized, A29 shall be issued to both parties of the interchange agreement by each responsible POI. All interchange arrangements authorized for an operator must be listed in A29. The name of the operator who would normally operate the aircraft if an interchange agreement were not in effect, must be entered in the column labeled “Primary Operator.” The name of the other party to the interchange agreement must be listed in the column labeled “Interchange Operator.” The aircraft make/model/series of the aircraft used and all specified interchange points for each agreement must be listed in the appropriate columns. If it is necessary to specify other conditions or limitations such as expiration dates, they should be specified by adding text to A29.

**109. A30 - PART 121 SUPPLEMENTAL OPERATIONS.** OpSpecs paragraph A30 is automatically printed for issuance to operators who conduct domestic operations or domestic and flag operations. A30 authorizes these operators to conduct nonscheduled operations and specifies the regulations applicable to the kind of operation to be conducted.

**110. - 120. RESERVED.**

**[PAGES 3-58 THROUGH 3-63 RESERVED]**